

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL, HONGKONG.
THE ADMIRALTY have given
official permission for raising a
Patrol of 1,000 men, which will be
strictly limited to Public School or
University boys and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
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"C" and "D" Old Post Office, W.
GEE FAYE THE KING.

Hongkong Daily Press.

ESTABLISHED 1867.

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FOR SUMMER WEAR.
LUSTRES
Cream Colour
\$12.00
per piece of 30 yards.
Also Various Qualities
KHAKI
DRILL.
ALEX. ROSS & Co.
4, Des Voeux Road, Central.

No. 17,787.

號七十八百七千七萬一第 日二初月四年卯乙

HONGKONG, SATURDAY, MAY 15TH, 1915.

大拜禮

號五十月五年四國民華中

Price, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

May 14th.—The American mail, per s.s. Nema.
May 16th.—Europe (via Siberia), per s.s. Yngvick.
May 17th.—Europe (via Negapatam), per s.s. Kurlang.

TO DEPART.

May 15th.—Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 4 p.m., per s.s. Kurlang.
May 16th.—Europe (via Siberia), at 4 p.m., per s.s. Yngvick.
May 17th.—Europe (via Negapatam), at 3 p.m., per s.s. Kurlang.
May 18th.—Formosa via Keelung, Shanghai, North China, Japan and United Kingdom, at 3 p.m., per s.s. Kurlang.
May 20th.—Straits, Ceylon, Port Said, Marseilles and United Kingdom, at 10 a.m., per s.s. Kurlang.
May 20th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. Nema.
May 20th.—Europe (via Siberia), at 3 p.m., per s.s. Yngvick.

N.B.—For further returns and for Mails to and from the Coast-Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [57]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA
OGHI, MUTARE, YOSHINO, TANI,
NAGAZAKI, SAKI, SHINNEW
AND KAWAYAMA Collieries.

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KOBE, OSAKA, KURE, TOKYO,
YOKOHAMA, SAGAMI, TSUBOYA,
SHANGHAI, HONGKONG, HANKOW,
PEKING.

Cable Address for above: "IWASAKI."
Codes: A1, A.B.C. 5th Ed., Western Union.

AGENTS—
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SINGAPORE—Messrs. BORN & Co., Ltd.
GLASGOW—Messrs. A. R. BROWN,
McFARLANE & Co., Ltd.

For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Suehchow, 24th April, 1914. [54]

PEAK TRAMWAY COMPANY.

LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 10 " "
12.45 p.m. to 1.15 " " 15 " "
1.15 " " 2.15 " " 15 " "
2.15 " " 3.00 " " 15 " "
3.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 8.00 " " 15 " "
8.00 " " 7.00 " " 15 " "
7.00 " " 8.10 " " 10 " "
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 29th May, 1914. [467]

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,
Manufacturers of Conduits, Condensers, Stone's Manganese, Bronze Castings,
Parsons's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI.

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Length on Keel Blocks ... Dock No. 1. Dock No. 2. Dock No. 3.
610 feet. 320 feet. 714 feet.
Width of Entrance on bottom ... 77 " 53 " 88 "
Water on Blocks at Spring Tide ... 25 " 24 " 34 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.

TELEGRAPHIC ADDRESS: "WADADOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.
Max. Length of Ship taken in ... 460 feet. 580 feet.
Max. Breadth of Ship taken in ... 68 " 68 "
Max. Draft of Ship taken in ... 22 " 26 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimonoeki).

TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 388 feet 0 inch.
Breadth at Entrance on bottom ... 56 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [97]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Competes with the best quality English Coals or
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.

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TELEPHONE No. 1030.

DODWELL & CO., LTD.,

Hongkong, 1st October, 1914. AGENTS. [54]

SOUTH

MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRCE WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Suifu (Taiping) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
1st Class Fare	2nd Class Fare	3rd Class Fare	4th Class Fare	1st Class Fare	2nd Class Fare	3rd Class Fare	4th Class Fare
Shanghai to Dairen (S.M.R. Train) 12.15 p.m.	Shanghai to Dairen (S.M.R. Train) 12.15 p.m.	Shanghai to Dairen (S.M.R. Train) 12.15 p.m.	Shanghai to Dairen (S.M.R. Train) 12.15 p.m.	Dairen to Shanghai (S.M.R. Train) 12.15 p.m.	Dairen to Shanghai (S.M.R. Train) 12.15 p.m.	Dairen to Shanghai (S.M.R. Train) 12.15 p.m.	Dairen to Shanghai (S.M.R. Train) 12.15 p.m.
Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45
Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45
Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45	Y 11.45

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.20 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add: "Yamato"). At
Dairen, Port Arthur, Mukden, Changchun, and Hsiching (the finest sea-side resort in
North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL SWAPPING CAR & EXPRESS TRAINS CO.,
Messrs. THOS. COOK & SON; the NORDISC REISEBUREAU; and the
NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial
guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add: "MANTEU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

[468]

WISEMAN'S FOR BREAD.

WISEMAN'S FOR CAKES.

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(FURUKAWA GOMEI KWAISHA TOKIO.)

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SOLE PROPRIETORS OF ASHIO AND OTHER NINE COPPER AND GOLD
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SILVER BULLION, COPPER INGOTS, TILES AND SHEETS, BARS,
BOYS OF COPPER AND BRASS.

CABLES AND WIRES:

Every Kind for Electrical Use.

COALS:

Sole Proprietors and Sole Agents for
SHAKANOO, MUTA, ARATE, NAKAZURU, SHIOGASHIRA, SENSUI
SHIMOMYAMA, SHINSHAKANOO, TAKADA, AND OTAKAE
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WAKAMATSU, HAKATA, SHANGHAI, HANKOW, DAIREN.

TEL. No. 810. No. 20, DES VOEUX ROAD, CENTRAL.
Hongkong, 1st May, 1915. [51]

MAMPEI HOTEL, KARUIZAWA.

3,270 FEET ABOVE SEA LEVEL.

THE BEST SUMMER RESORT IN JAPAN.

Dry and Invigorating Air.
Guides for the Ascent of the Volcano Asama.
Strictly First-Class Hotel in Karuizawa.
14 miles from the Railway Station.
Special Terms offered for Prolonged Stay.
Tennis Courts, Billiards, Library.

Cable Add: "MAMPEI" KARUIZAWA.
Phone No. 22, KARUIZAWA.
K. SATO,
Proprietor and Manager. [518]

BLACKLOCK & MACARTHUR, LTD.



CLYDESDALE PAINT AND OIL WORKS,
GLASGOW.

MANUFACTURERS OF

WHITE LEAD, PAINTS, COLOURS, VARNISHES,
OIL REFINERS, ETC., ETC.

CONTRACTORS TO HIS MAJESTY'S GOVERNMENT, COLONIAL
AND FOREIGN GOVERNMENTS, RAILWAY AND
STEAMSHIP COMPANIES, ETC.

PRICES AND PARTICULARS FROM—

WM. STEWART & CO.

ALEXANDRA BUILDINGS,

SOLE REPRESENTATIVES.

Hongkong, 1st December, 1914. [35]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER-EXPERTS.
5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and
Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.

Floorings—Sizes to Order.

Philippine Hardwood Wharf Piles in lengths up to 50 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the
splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application.

Telegrams—Boswood. Telephone No. 1483. P. O. Box No. 638

Hongkong, 2nd May, 1915. [51]

HOTELS

THE HONGKONG HOTEL

AND

GRILL ROOM.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNDRY MEETS ALL REQUIREMENTS.

Telephone: No. 373.

Tel. Address: "VICTORIA."

FRANK L. COOKE,
Manager. [36]

GRAND HOTEL.

Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE
HOTEL, most Central Location within
the vicinity of all the Principal Banks.

Noted for the best Food, Refreshment,
Accommodation and Cleanliness. Cuisine under
European Supervision. A First-Class String
Orchestra renders selections from 5.30 p.m.
to 11.30 p.m.

Special monthly terms for residents and for
Shipping people.

For further particulars apply—

MANAGER.

Telephone 197.

Telegraphic address: "COMFORT."

[20]

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephones
in Every Room, prompt connection maintained
by six lines to Central.

Fifteen Minutes from Principal Landing
Stage. Moderate Tariffs and Excellent Cuisine,
Roof Garden and Social Rooms, European
Brunner moets Steamers.

P. O. PEUSTER,
Manager. [39]

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL
is now OPENED under NEW
MANAGEMENT. The place has been
renewed throughout and entirely refurnished.
Situated on the Praia Grande facing the sea,
a cool breeze is enjoyed all the year round.
LARGE and COMFORTABLE DINING
ROOM facing the sea. Cuisine under
experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER,
Macau.

Tel. Add: "Phoenix," Macau.]

1st February, 1915. [37]

VICTORIA HOTEL

SHAMEN—CANTON.

Telegraphic Add: "VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention
given to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor. [466]

BANKRUPTCY COURT. AN UNUSUAL APPLICATION.

Re Tai Fung, spirit merchant, of 52, Shaukiwan Road. This was an application for the rescission of the receiving order.

The Official Receiver explained that the application was rather an unusual one. The receiving order was made on October 16th, 1914, and an application was subsequently made by him for the rescission of the order. That application was opposed, and the hearing was adjourned to stand over until that date. During the interim, although efforts had been made to realise on the property at the shop, for various reasons they had been unsuccessful, and during all that period the occupation fees and rent had been running up. He therefore thought that purely as a matter of expediency he should ask his lordship for leave to withdraw his application for rescission of the receiving order, and to ask for adjudication in order to prevent all the assets in the case being wasted by the delay. It was a debtor's petition by one of the partners of the firm, and the question arose at the last hearing as to whether a petition by one partner, without the sanction of the other partners, would involve the other partners in the adjudication. On that point, however, he would ask his lordship to reserve a decision to another case.

Mr. Hind, who opposed the application at the previous hearing, now remarked that he really wanted the adjudication, and he did not oppose the withdrawal.

His lordship asked what was the position of the other partners under the circumstances.

The Official Receiver replied that it would be open to them to appear and oppose. They had not, during the long period which had elapsed, come to him to raise any objection.

Mr. Hind—Practically all the other partners are in China.

The Official Receiver—The rich partners are in San Francisco, and do not know anything at all about the case.

His lordship granted the Official Receiver's application, and remarked that he had acted wisely if it was a case of the assets being wasted in the meantime.

LIABILITIES \$15,000.

Re Wah Lee Chan, boarding-house keeper, of 122, Connaught Road Central. This was an application for the hearing of the petition.

Mr. Hind, appearing for the petitioning creditor, said that his lordship would see from the petition that the debts were given as \$614 and the assets were sworn as being \$3,000, and the liabilities as \$15,000. The notice of suspension was on the file.

The Official Receiver raised no objection and the application was granted.

A DESERVING PERSON.

Re C. G. Pintos. This was an application for adjudication. The Official Receiver said that the application was on a debtor's petition. No resolution had been passed at the meeting, and accordingly he applied for the debtor to be adjudged bankrupt and the appointment of the Official Receiver as trustee. The statement of affairs was attached to the file, and the debtor seemed to be a most deserving person.

The application was granted.

ADJUDICATION.

Re L. Lopes. This was an application for adjudication. The Official Receiver made a similar application to the one in the last case. A meeting of creditors was held, but no resolution was passed. The application was granted.

FLOUR INDUSTRY IN JAPAN.

H.M. Commercial Attaché at Yokohama (Mr. E. F. Crowe, C.M.G.) reports that the flour milling industry in Japan has developed remarkably of late years, and the fact that the flour now imported is principally confined to the first grade shows that second grade goods can now be produced in Japan. The production of wheat flour in Japan in the year 1911, 1912 and 1913 amounted to Y.23,396,203, Y.28,827,512 and Y.32,894,148 respectively, or expressed in British values to about £2,562,500, £2,942,800 and £3,337,500 respectively. Along with this development of the milling industry the demand for wheat has been greatly stimulated and, according to the latest estimate, the annual consumption of wheat is 2,600,000 koku (12,896,000 bushels), of which some 400,000 koku (1,984,000 bushels) is imported, mainly from the United States. The imports of wheat flour for 1911, 1912 and 1913 amounted to Y.1,702,961, Y.1,732,140 and Y.1,780,065 respectively, or expressed in British values, to about £173,800, £175,800 and £181,710 respectively.

The export of Japanese wheat flour is not very large, the value for 1913 amounting only to about Y.3,400 (about £347), but a drawback of 70 sen (about 1s. 3d.) of the import duty of 77 sen (about 1s. 7d.) per 100 kin (about 132 lb.) of wheat being now allowed on the export of wheat flour made from imported material, the exports are thought to be likely to increase.

LESS CRIME IN HONGKONG. THE ANNUAL POLICE REPORT.

The following extracts are made from the report of the Captain Superintendent of Police for the year 1914:—

The total of all cases reported to the Police during the year 1914 was 8,817 as against 12,011 in 1913, being a decrease of 3,194 or 26.59 per cent. The average for the last five years is 10,513.2. In the division of these cases into Serious and Minor Offences there appears a decrease, as compared with 1913, of 487 cases or 13.54 per cent. in the former and of 2,727 cases, 31.85 per cent. in the latter.

The decrease as compared with 1913 in Serious Offences is shown as follows:—Robbery, 52; Burglary or Larceny in Dwelling, 17; Assault with intent to rob, 3; Kidnapping and Protection of Women and Children, 77; Piracy, 1; Unlawful possession, 70; Larceny, 1,204; Other Felonies, 37; Total Decrease, 487.

Fourteen murders were reported to the Police during the year, the same number as in 1913. In connection with 10 of these reports, no arrest was made, and in the remaining 4 cases arrests were made, but in these 4 cases no conviction was obtained (12 persons).

Six cases of Manslaughter were reported to the Police during the year as against 7 in 1913. In one case, no arrest was made; in the remaining 5 cases arrests were made. There was one case in which conviction was obtained. In 4 cases there was no conviction.

Seventeen gang robberies were reported to the Police during the year as against 50 in 1913. In 11 cases, no arrest was made, and in the remaining 6 cases arrests were made. There were 3 cases in which convictions were obtained (9 persons, of whom 6 were convicted and 3 discharged).

Sixteen Street and Highway Robberies were reported to the Police during the year as against 23 in 1913. In 8 cases arrests were made. There were 4 cases in which convictions were obtained (6 persons, of whom 4 were convicted and 2 discharged). In 4 cases there was no conviction (3 persons).

Seven cases of robberies on boats and junks were reported to the Police during the year as against 10 in 1913. In 5 cases, no arrest was made; in the remaining 2 cases arrests were made. There was one case in which conviction was obtained but in the other case, there was no conviction.

THE PROTECTION OF SHIPS.

On August 28th, 1914, an Ordinance entitled the Piracy Prevention Ordinance was passed under which the owners of steamers and steamers trading to coast ports have to enter into bonds and carry out certain regulations for the protection of the ships. Up to 31st December one hundred and seven bonds have been signed, and one hundred and fifty-eight guards under Police control have been engaged. The total number of steamers affected by this Ordinance is about one hundred and fifty. Two European and 26 Chinese police are employed in searching steamers and passengers under the above mentioned Ordinance, and one European Lance Sergeant is in charge of the guards.

GAMBLING.

Two hundred and forty gambling warrants were executed as against 328 in 1913. There were 15 cases in which no conviction was obtained, 23 were lottery cases, compared with 44 in 1913.

STOLEN PROPERTY.

The estimated value of property stolen during the year was \$100,073.37 as against \$276,213.61 in 1913, a decrease of \$176,140.24, the average for the last five years being \$293,193.81. The value of property recovered and restored to owners was \$26,997.59 as against \$70,004.00 in 1913, a decrease under property recovered in the previous year of \$43,006.41.

LOST PROPERTY.

The following is a return, showing property lost or recovered:—1914: Articles reported lost, 321; value lost, \$18,206.20; articles recovered and articles found which were not reported lost, 165; value found, \$3,336.17; 1913: Articles reported lost, 412; value lost, \$25,710.35; articles recovered and articles found which were not reported lost, 74; value found, \$5,051.44.

OPIMUM CASES.

Two hundred and four search warrants for opium were executed by the Police and Excise Officers of the Opium Farm compared with 2,047 in 1913. In 68 cases opium was found and 80 persons were arrested.

Seventy-three warrants were executed by the police for keeping opium divans. In 40 cases convictions were obtained, 1 case was discharged and in 32 cases no arrest was made.

WEIGHT AND MEASURES.

The Examiner of Weights and Measures made the following verifications:—Foreign Scales, examined 273, correct 269, incorrect 4; Chinese Scales, examined 2,712, correct 2,657, incorrect 55; Yard Measures, examined 314, correct 314, incorrect nil; Chek Measures, examined 543, correct 543, incorrect nil.

DOGS ORDINANCE.

2,505 dogs were licensed during 1914; 114 watch dogs were licensed free of charge; 1,155 stray dogs were impounded; 409 were sent to the Dogs' Home and 747 were destroyed.

CONFISCATION OF ARMS.

Seven licences to import and deal in arms and two to deal in sporting arms and ammunition were issued during 1914. During the whole year a Proclamation has been in force prohibiting the export of warlike stores from the Colony. The following arms and ammunition were confiscated during the year, viz.:—Eighteen Winchester rifles, 13 muskets, 5 rifles, 10 Mauser pistols, 25 automatic pistols, 7,870 rounds of Winchester ammunition, 4,947 rounds of automatic pistols ammunition, 8,073 rounds of Mauser pistols ammunition, 45 revolvers, 8,299 rounds of revolver ammunition, 1,402 primers, 239 rounds of sporting ammunition, 548 rounds of various calibre ammunition, 3 daggers, 30 empty cylinders, 350 sticks of dynamite, 346 detonators and 200 fuse coils.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 14th May, state:—

Our last circular was issued on the 6th inst.

The local market during the interval has ruled firm and closes with several stocks in demand at improved rates.

"Oils" have been a steady market with several transactions reported at about last week's quotations.

Shanghai Cotton Mills have again been in strong demand and close firm at appreciable advances all round.

We have no changes to report in the market for Tin and Copper in London, and "Rubbers" have been neglected at practically unchanged rates.

Bar Silver closes at 23½d. and Sterling T.T. at 1/9½. The T.T. rates on Shanghai and Singapore are as last quoted, viz., 78 and 77½ respectively, and the Bank's buying rate for 3d/s bills on Shanghai is now 70½.

BANKS. Hongkong and Shanghai's weakened to a buying rate of 73½ in the earlier part of the week, but have since strengthened, and close in demand at 73½, with sales reported at 73½.

MARINE INSURANCES. Unions have been a quiet market with sellers at \$555, and Cantons are in demand at \$558 ex div. with no sellers at the rate. North China are still wanted at Tls. 170, with no business to report and Yangtzes, after sales at \$225, close with buyers at same rate, with exchange 73.

FIRE INSURANCES. Hongkong Fires are unchanged with buyers at \$385, and no sellers, and Chinas remain in request at \$120, with no sellers at the rate.

SHIPPING. China and Manilas are inquired for at \$4.00, and have probable sellers at \$5. Douglas have again been the medium of considerable business, and have been placed at \$4½ for cash, closing in demand, with a good inquiry for forward business. Hongkong, Canton and Macao Steamboats have been placed at \$2½ and are now wanted at \$2½, at which rate no sellers are in evidence. Indo-China have hardened and led to business at \$98 and \$99 and close with a good inquiry, with probable buyers over the former rate. Star Ferries, after being a quiet market at \$35, are now wanted at \$36, with no shares obtainable at the price.

OILS. Shells have been placed locally at 43/- and Ural Caspians have been the medium of business at 43/-, at which figure they close with a nominal quotation. Langkats have been a fluctuating market with business transacted at rates between Tls. 40 and Tls. 43½, but have weakened, and now close with buyers at Tls. 40.

REFINING. China Sugars have been sold at \$118 and \$117 for cash and have led to forward business at corresponding rates, now closing with a buying quotation of \$117. Luzons have again strengthened, and been placed at \$25½, and are now in demand at \$26½ with no sellers in evidence.

MINING. Raub have been inquired for at \$3.60, but there are no sellers under \$3.80. Kailans for the present are neglected, and again close with a nominal quotation of 34/-. Tronchs remain on offer at 62/6 without leading to business.

DOCKS, WHARVES AND GODOWNS. Hongkong and Whampoa Docks are unchanged with buyers at \$57, with no shares obtainable at the rate, and Kowloon Wharves are in good demand at \$69, with no sellers in evidence. New Engineerings are wanted at Tls. 8, without leading to business and Shanghai Docks and Shanghai and Hongkong Wharves close with nominal quotations of Tls. 51 and Tls. 83 respectively.

LANDS, HOTELS AND BUILDINGS. Hongkong Lands remain on offer at \$108, with no sales to report, and Central Estates are unchanged with a selling rate of \$100. Hongkong Hotels have buyers at \$115, without leading to business, and Humphreys have been a quiet market with shares on sale at \$7. Kowloon Lands and West Point are wanted at \$40 and \$70, with no shares obtainable.

CORROX MILLS. Hongkong's are wanted at \$7, with no shares offering. Cotton shares in the North have been a lively market, and to-day are quoted at the following rates, viz.: Ewos Tls. 15½ buyers, Internationals Tls. 87 buyers, Shanghai Cottons Tls. 97 sales and Kung Yiks Tls. 13½ buyers. Loon Kung Mows Tls. 85 nominal and Soy Chees Tls. 43½ nominal.

MISCELLANEOUS. China Borneos have buyers at \$9½, China Providents at \$8.10, Dairy Farms at \$34, Ropes at \$26½, Hongkong Trams at \$5.15, Watsons at \$7.10 and Cements at \$6.80. China Light and Powers are on offer at \$41. Peak Trams (new) at \$1 and Powells at \$6. The following have a nominal quotation, viz., Electrics \$41, Ions \$185, Steam Laundries \$31, Peak Trams (old) \$10 and Water Boats \$18½.

MEMO.—Hongkong Tramway Co., Ltd. (Local Register), transfer books closed from the 1st to 29th inst., inclusive. Hongkong Electric Co., Ltd., ordinary annual meeting on the 22nd inst., transfer books closed from the 8th to 22nd inst., inclusive.

THE A. BUTLER CEMENT TILE WORKS, LTD.

The report of the directors for the year ended March 31st, 1915, states that the year's working shows a profit of Tls. 5,240.02; adding interest on cash with bankers and transfer fees Tls. 138.49, there is a balance of Tls. 5,378.10. Deducting from this the balance at debit of profit and loss account on 31st March, 1914, Tls. 58.49, there is a credit balance in profit and loss account of Tls. 5,320.61. After allowing for depreciation, on plant and machinery Tls. 411.61 and on buildings Tls. 451.63, there remains an available balance of Tls. 4,457.35. This sum the directors recommend should be dealt with as follows:—A dividend of 8 per cent., i.e., Tls. 3. per share, absorbing Tls. 3,600.00, a bonus to superintendents under terms of contract Tls. 250.00, and carry forward to new profit and loss account Tls. 607.35.

GERMAN CULTURE.

"We will impress German culture on the world."—BETHMANN HOLLWEG.

Unto the vulture said the crow,
"Brother! dead men lie down below!"
Unto the crow replied the vulture,
"Blessings upon the Kaiser's culture!"

Amidst the crash of bursting shell,
T. Atkins, of the British nation,
Coarsely remarked that it was Hell,
This Prussian scheme of education.

Haas Schmidt had stabbed a wounded foe
Both well and truly through the heart,
And, as he left, he said "Ach, so!"
I show dot chap der German Art."

When helpless babes they drown at sea,
And men with gas asphyxiate,
"Un impress," Germans say with glee,
"We want our culture to create."

This German culture, doth it show
Picture or verse or music? Nay,
It shows dead men, and blood, and war,
And shame, and wreck, and ashes grey.

By "ORIEL,"
An Australian.

THE ALLIED LINES.

THE GERMANS CANNOT BREAK THEM.

Of the prospects in the West field in Europe, Will Irwin, the American writer who wrote the splendid story of the first Battle of Ypres, says:—

The Germans, in all human probability, cannot break the Allied lines on the West. The fortunes of the British Army between October 10th and November 15th seem to show that. In the height of the assault at Ypres 600,000 Germans failed to break 120,000 British, just arrived, imperfectly entrenched, and without reserves. Now the British are reinforced to many times their old strength, perfectly entrenched and possessed of enormous reserves.

The French, of course, have not increased their numbers like the British. But they have the benefit of British reserves at critical points, and they have crystallized into a magnificent fighting force.

A cool, impartial English officer, who is in a position to know, said recently: "The German Army was the best in the beginning; now it is the French. It is the best Army the world ever saw. Our fellows are splendid material, but you can't get in one winter the knowledge of war and team-work which the French possess."

The French Army on the eastern wing of the line again and again duplicated last autumn the feat of the British army at Mons; they held with inferior numbers against terrible attacks. Better organized than they were, better entrenched, still possessed of enormous reserves, they offer little hope to a massed German assault.

The Belgians with their reserves and territorials held by the enemy, cannot, of course, increase their number. Nevertheless, Belgium has a greatly improved army. Their faith in the war fighting was lack of technique, especially among the officers. "Officiers de salon," a French Colonel called them during the Yser fight. The technicians of the French and British armies have been educating them all this winter. Unit for unit, they are twice as good as when they fought at Liège and Antwerp.

It seems most unlikely, therefore, that the Germans can ever break this Western line, especially in the direction of Cambrai.

On the other hand, the chances of the Western Allies does not seem a great deal better. The Germans have been doing their own digging in and doing it with their own scientific thoroughness. From scattered accounts it would seem that Belgium is now all one huge field of interlocking trenches, of whole fields of land mines; you hear that the plains about Antwerp are forests of barbed wire entanglement.

No informed person expects, of course, that Germany is to be driven out of Belgium and Northern France by direct frontal attack all along the line. There is not enough ammunition in the world to supply such an assault for three days. Somewhere between the Vosges and the sea the Allies will try to drive wedges, threatening the German communications and rendering long sections of their positions untenable.

To summarize for the Western front: The Germans in all human probability cannot break the Allied line; the Allies may possibly break the German line.

AIR RAIDS ON LONDON JUSTIFIED.

GERMAN OFFICIAL VIEW.

Washington, April 1.

Speculating upon the possibility of a Zeppelin raid upon London Herr von Wiegand, the well-known American correspondent, telegraphs from Berlin:—

I have it in writing from both the German General Staff and the Admiralty that there is nothing in International Law or in any international agreements against it. The standpoint taken is that London is a defended city, that its bombardment by Zeppelins would constitute no violation of the laws of war, written or unwritten, any more than if London were under the guns of the German Army or Navy, and that the docks, shipyards, arsenals, barracks, railway stations, Government buildings, military establishments, buildings where aerial guns are mounted, etc., are all by the laws of war proper targets for Zeppelins.

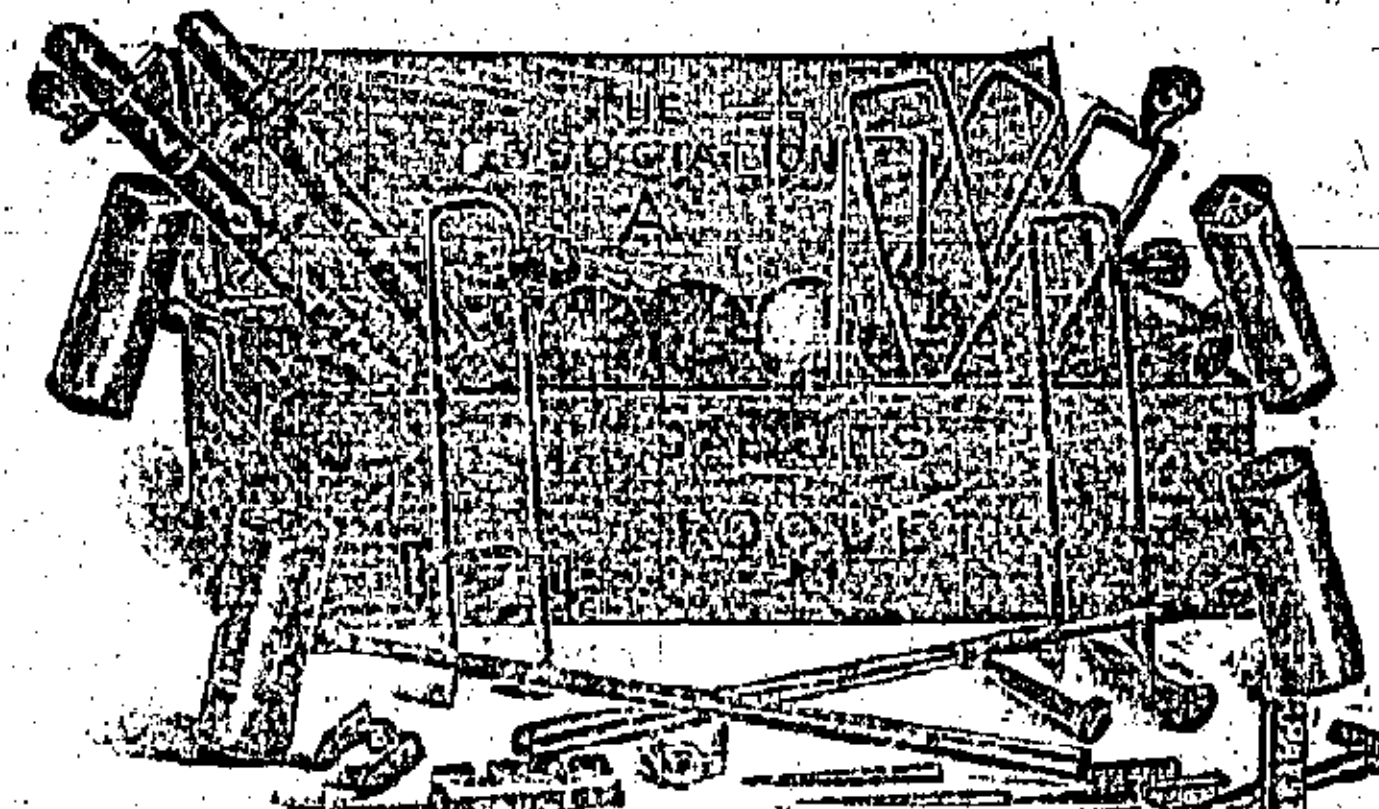
An official memorandum given to Herr Wiegand says that The Hague regulations for war on land and sea deal with land and sea warfare, and not with warfare in the air, and continues in part:—

The Hague Declaration regarding the prohibition against throwing bombs or explosives from airships expired in its former form, and in the newer form was not ratified by part of the belligerents, and therefore does not hold good.

INTIMATIONS

LANE, CRAWFORD & Co.

**SPORTS DEPARTMENT.
JAQUES' CROQUET SETS**



CONTAIN 4 ASSOCIATION MALLETS (9" X 3"), ASSOCIATION HOOPS, COMPOSITION BALLS, PEGS, FLAGS, CLIPS, RULES, ETC., COMPLETE IN STRONG WOOD BOX.

JAQUES' CROQUET MALLETS.

"EXCELITE" CROQUET BALLS.



GLISGLOS' CROQUET BALLS.

"ASSOCIATION" Mallet

PRICE \$7.50 EACH.

"ALL-ENGLAND" Mallet

PRICE \$5.50 EACH.

LANE, CRAWFORD & CO.

WESTMINSTER SMOKING MIXTURE.

\$1.00

per 1 lb. tin.



\$1.00

per 1 lb. tin.

It is a delightfully cool and finely flavoured Tobacco and it has the great advantage of keeping dry during this hot and damp weather. There are many smokers in Hongkong and the ports of South China who give up pipe smoking as soon as the damp and foggy weather sets in, as their pipes become foul. If they will try a tin of this carefully blended Mixture they will find they can enjoy their pipes with as perfect comfort as they do in the cool and dry season.

SOLD BY—

HONGKONG CIGAR STORE,
A. S. WATSON & Co., Ltd.
KELLY & WALSH, Ltd.
LANE, CRAWFORD & Co.
VICTORIA DISPENSARY.

Hongkong, 15th May, 1915.

1582

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BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

**ALL THE NEWS OF THE WEEK FULLY RECORDED,
INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.**

24 PAGES!

24 PAGES!!

24 PAGES!!!

NEW ADVERTISEMENTS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1915.

THE Board having decided an INTERIM DIVIDEND OF ONE SHILLING per Share free of Income Tax for the year ending 30th June, 1915. Holders of Shares and Holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividend on presenting No. 5 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares to any of the following Banks at Shanghai or Tientsin:

THE HONGKONG & SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

THE RUSSO-ASIATIC BANK.
THE BANQUE BELGE POUR L'ETRANGER.
The Payments will be made in either Dollars or Taels at the holder's wish at the buying rate of Exchange of the day.

GENERAL MANAGER.
KAILAN MINING ADMINISTRATION.
Hongkong, 15th May, 1915. [583]

MACAU.

COMMISSION OF HOUSE BUILDING, EXECUTIVE SUB-COMMISSION.

NOTICE.

IT IS HEREBY PUBLICLY NOTIFIED that on the 15th instant, at 4 P.M., in one of the rooms of the Direction of the Public Works, before the Sub-Commission assembled in session, ORAL BIDDING will take place for the BUILDING OF SIX HOUSES in the filled delta of Hong-ko.

Plans and Specifications of the works will be on view in one of the rooms of the said Department every week day, during the usual working hours of the said Department.

The Adjudication will be made to the tender offering the best advantage in price, but the Sub-Commission reserves to itself the right not to make any adjudication, if it does not suit its interest.

For the President of the Commission.
MIGUEL M. WAGER RUSSELL.
Macau, 14th May, 1915. [584]

GREEN-NISBET TENNIS MATCH POSTPONED.

THE COMMITTEE of the HONGKONG CRICKET CLUB regret, owing to the sudden state of the ground, to be obliged to POSTPONE this match until WEDNESDAY next, the 19th inst, when all Tickets issued will be available.

Owing to the great demand for seats two further stands will be erected. Booking at MOUTRIE'S.

P. M. HODGSON,
Secretary.

Hongkong, 14th May, 1915.

NOTICE.

MR. R. M. JOSEPH having resigned his appointment with this Company as from the 23rd February, 1915, we hereby give Notice that his Power of Attorney is withdrawn.

DAVID SARSON & Co., Ltd.
Hongkong, 12th May, 1915. [577]

NOTICE.

I HAVE this Day taken into Partnership my son, CHARLES REGINALD CHRISTOPHER LATHAM. The Business formerly carried on by me alone under the style of LATHAM & Co., will in future be carried on by us in Partnership.

Dated at Singapore, this 1st day of May, 1915.
HAROLD LATHAM. [567]

ESTATE OF W. C. H. WATSON DECEASED, Late Commissioner of Customs at Hong-ko.

ALL MONIES due to the above estate and all claims against the estate should be sent to the Undersigned before June, 1915 after which date no claims will be recognized.

HERBERT GOFFE,
Consul-General.

H.M. Consulate General
Yuanmiao, 30th April, 1915. [571]

BANKRUPTCY No. 13 of 1914.

Re The KWONG MAN CHEUNG Firm of Hongkong also trading as the LOH CHEE SANG CHEUNG Firm of Hongkong, the YOW KEE Firm in Canton, as the LOH KEE SENG Firm, and the LOH CHEE SANG Firm in Singapore, and as the LOH KONG SENG and LOH MOW SENG Firm in Penang.

A FIRST and FINAL DIVIDEND is intended to be declared in the above matter.

Creditors who have not proved their debts by the 18th day of May, 1915, will be excluded.

Dated this 16th day of April, 1915.
E. A. M. WILLIAMS,
Trustee.

Care of LOWE, BINGHAM & MATTHEWS,
New Government Building,
Hongkong. [514]

WANTED.

A EUROPEAN BOOK-KEEPER. State qualifications and salary required. Not more than 3 certificates or references need be sent.

Apply to—
"A. B. C."
Care of "Daily Press" Office.
Hongkong, 11th May, 1915. [574]

G. R.

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested to future to apply between the hours of 9 A.M. to 4 P.M. and 2 to 4 P.M. daily.

Hongkong, 10th February, 1915. [562]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, 8, George's Buildings, on SATURDAY, the 22nd May, 1915, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1915, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1915, both days inclusive.
By Order of the Board of Directors.
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th May, 1915. [559]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on TUESDAY, 26th May, 1915, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 27th instant, both days inclusive.
JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 14th May, 1915. [581]

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be Closed from SATURDAY, 1st May, 1915, until SATURDAY, 29th May, 1915, both days inclusive.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 26th April, 1915. [542]

THEATRE ROYAL, CITY HALL.

TWO CONCERTS ONLY.

TODAY! TO-NIGHT!!

SATURDAY, MAY 15TH,
AND MONDAY, MAY 17TH:

MISCHAELE PIASTRO,

WORLD-FAMOUS VIOLINIST
(The Gold Medalist of Conservatoire)

AND ALFRED MIROVITCH,

THE CELEBRATED PIANIST
(Winner of the Great Neuberger Prize)

NOW ON A WORLD-WIDE TOUR.

Direct from Queen's Hall, London, Beethoven Hall, Berlin, and the other principal Halls of Europe.

HONGKONG'S RICHEST MUSICAL TREASURY.
Booking Now Open at MESSRS. MOUTRIE'S.

PRICES: \$3, \$2 & \$1.
Commence 9.15 Sharp.

Hongkong, 7th May, 1915. [564]

FOR SALE.

All kinds of

FOREIGN POSTAGE STAMPS

ALBUMS,
and other

PHILATINIC GOODS.

at Prices to suit any Buyers.

GRACA & CO.

(Canton Road, No. 11A.)

Hongkong, 1st April, 1915. [465]

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND

BEAUTIFUL VIEW.

EXCELLENT CUISINE AND HOME

COMFORT.

MODERATE TERMS. [548]

ORDER AT ONCE.

THE

DIRECTORY

AND

CHRONICLE

FOR CHINA, JAPAN, ETC.

FOR THE YEAR

1915.

INDISPENSABLE TO EVERY

BUSINESS MAN.

To be obtained from THE

HONGKONG DAILY PRESS OFFICE

and

LOCAL BOOKSELLERS.

1,850 PAGES—PRICE \$10.

The alterations this year are unusually heavy, owing to changes incidental to the War.

Hongkong, 14th March, 1915.

HOUSES TO LET

TO LET.

HOUSES in "TORRES BUILDINGS," "ROSE TERRACE" and "DURBAR," Kowloon.

Apply to—
SPANISH DOMINICAN PROCUROTOR.
Hongkong, 12th May, 1915. [501]

TO LET.

A HOUSE at Observatory Villas, Kowloon.

Apply to—
ARRATON V. APCAR & Co.
Hongkong, 16th March, 1915. [588]

TO LET.

GODOWN, No. 94, Praya East.

Apply to—
KWONG SANG HONG, Ltd.,
No. 248, Des Voeux Road Central.
Hongkong, 18th February, 1915. [505]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished and newly done up.

Apply to—
H. E. POLLOCK
(Prince's Building).
Hongkong, 20th January, 1915. [53]

TO LET.

A HOUSE in Knutsford Terrace Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 1st March, 1915. [48]

TO LET.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

"PENNYFELT," Menden Row, Kowloon, 6-Roomed House with Tennis Court.

1 and 2, MINDEN VILLAS, Kowloon, 5-Roomed House with Tennis Court.

FOUR-ROOMED HOUSES in Humphrey's Avenue, Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 12th May, 1915. [580]

TO LET.

HOUSES in OLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

55, The Peak, "THE REEFERAT," 23, WONG-NEI-CHONG ROAD, GODOWNS, New Praya, Kennedy Town, GODOWNS, at Wanchai Road.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 1st April, 1915. [58]

TO LET.

OFFICES in St. George's BUILDING, Second Floor, overlooking Harbour.

Immediate possession.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 28th December, 1914. [59]

TO LET.

THE GROUND FLOOR of No. 6, DES VOEUX ROAD CENTRAL, occupied by Madame Gelin, etc.

Apply to—
DAVID SARSON & Co., Ltd.,
Hongkong, 10th February, 1915. [578]

TO LET.

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWNS, No. 2, Lee House Street.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 1st March, 1915. [55]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES AND ROOMS, including a Fine Commodious Suite.

Apply to—
SECRETARY,
A. S. WATSON & Co., Ltd.
Hongkong, 23rd October, 1914. [53]

TO LET.

"BISHOP'S LODGE SOUTH," No. 11, THE PRAY, Unfurnished, 5 Rooms.

"WOODBURY," No. 4, Hankow Road, Kowloon.

No. 1, CAMERON VILLAS, No. 31, THE PRAY, Unfurnished, 5 Rooms.

No. 2, DES VOEUX VILLAS, 52, Mount Kellott, The Peak (Furnished or Unfurnished).

No. 25, BELLILIOS TERRACE, with entrance on Conduit Road.

No. 27, BELLILIOS TERRACE, with entrance on Conduit Road. In very good order. 3 ROOMS, suitable for Office, 1st Floor, Queen's Road Central.

"WESTWARD HO," Bonham Road.

"EGGERSFORD," No. 124, THE PRAY, Unfurnished (6 Rooms), from 1st May, 1915.

"MERION," No. 6, THE PRAY, Unfurnished (6 Rooms).

ROOMS in BEACONSFIELD and 55, ELGIN TERRACE.

"ROGATE," Austin Road, Kowloon.

No. 2, DES VOEUX VILLAS, 51, PRAY (Unfurnished).

ROOMS, suitable for Office, on the First Floor of No. 3, Duddell Street.

No. 50, THE PRAY (6 ROOMS) & DAVIS, Apply to—
3rd Floor, Alexandra Buildings.
Hongkong, 4th May, 1915. [52]

INTIMATION

stands for Excellent, and anyone who drinks our E. PORT. E. SHERRY. E. WHISKY

or E. BRANDY can be in

no doubt that the letter E

signifies excellence of a high order

and good value for money. By

buying in bulk from the very best

firms, and bottling ourselves, we are

able to give our customers better

value for money than we could by

importing the same thing by the

case. There is an old saying "Wines

mature in bottle, Spirits in cask."

That is the reason d'être of

our magnificent wine vaults, which

challenge comparison with anything

of the kind not only in Hongkong

but the Far East. There our wines

are bottled off soon after they arrive,

but our spirits, except for a small

stock to meet daily requirements,

are kept in wood. That is why our

spirits improve in quality, and

spirits imported in case do not. Our

customers get the benefit of that

increment in value, as we charge

nothing for it. We cordially invite

our customers to pay a visit of

inspection to our wine vaults, and

satisfy themselves that the above is

no idle newspaper puff.

A. S. WATSON

& CO., LTD.

WINE & SPIRIT MERCHANTS.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C.

LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 15TH, 1915.

THE ANTICS OF BERNARD SHAW.

The war has tampered with many of

our most cherished traditions. It has

unseated German philosophy from its

proud position, discoloured German

originality and found it a sham,

discovered militarism to be synonymous

with aggression, and even caused us to

have some doubts as to the genius of

BERNARD SHAW, the most serious of all to

know, for BERNARD SHAW was by way of

being a religion. It is, of course, partly

Mr. SHAW's own fault. The needs of

advertisement made it impossible that he

should be silent concerning the war, and

the same needs also made it necessary

that what he said should be different from

what other people said. So Mr. SHAW

preceeded to discover that Great Britain

was a bit of a hypocrite, and has since

been treating such a devious course of

argument that people are now beginning

to question whether he is a playwright

at all, much less a dramatist. To be

quite just to Mr. SHAW, it has

to be admitted that he has had

many objectors all through his

career. Charlatan and buffoon are

among the epithets that have been hurled

at him, while less prejudiced observers

have contented themselves with remarking

that Mr. SHAW's plays were placed in

a fairland which, while it had a striking

resemblance in places to this Earth, was

too eccentric a place to be found any-

where in the Universe. Perhaps this is

another way of saying that Mr. SHAW's

plays are funny and not at all vulgar,

as somebody said of a well-known actor's

THE WAR.

THE BATTLE OF ARRAS.

HEAVY FRENCH CAPTURES OF MEN
AND MATERIAL.

ANTI-GERMAN RIOTING.

INTERNMENT OF ALIEN ENEMIES.

ITALIAN CABINET RESIGNS.

GENERAL BOTHA OCCUPIES WINDHOEK.

H.M.S. "GOLIATH" TORPEDOED.

BRITISH SUBMARINE'S EXPLOIT.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

APPRECIABLE FRENCH
SUCCESSSES.HEAVY WORK WITH THE
BAYONET.

PARIS, May 13th.

To-day's *communiqué* states:—Northward of Arras we have had some brilliant successes. Last night there was some very violent fighting at Notre Dame-de-Erette. We were completely masters of the position at dawn, and inflicted extremely heavy losses on the enemy.

We carried at Carney, a wood and a hill to the northward, which was formidably fortified. The Germans made a most desperate resistance in that labyrinth of blockhouses and trenches. We killed hundreds of Germans with the bayonet, capturing 30 officers and 1,000 men.

We also defeated violent German attacks at Souchez, and made appreciable progress at Neuville, and have seized the road from Neuville to Givnechy. We carried the village of Neuville itself, house after house. The Germans were thrown back to the northern edge, which we outflank. Our troops worked with admirable ardour and tenacity.

We have also seized a line of trenches at Bois-le-Pretre.

GREAT CAPTURES BY THE
FRENCH.

PARIS, May 14th.

2.10 a.m.

The evening *communiqué* says: The Belgians last night repulsed a fresh attack on the right bank of the Yser. The retreating Germans abandoned several hundred dead.

We obtained new and important successes north of Arras.

The booty captured at Carney includes two field-guns, three heavy mortars, a dozen trench mortars, many machine-guns, 3,000 rifles and huge quantities of munitions.

In an adjoining wood we found the bodies of three companies of Germans who had been annihilated by our artillery fire.

We advanced and captured the village of Ablancourt, taking several hundred prisoners.

We stormed more groups of houses in the village of Neuville, taking seventeen guns and heavy mortars.

Two German attacks at Bagatelle, in Argonne, were repulsed and Bois-le-Pretre is entirely in our hands.

NEW IRISH DIVISION AT
THE FRONT.

LONDON, May 14th.

Mr. John Redmond, M.P., has announced that the first Irish Division of the new Army has gone to the front. He said he was convinced that they would uphold the honour of Ireland.

[THROUGH REUTER'S AGENCY.]

THE TRADE OF INDIA.
WONDERFUL REVIVAL.

LONDON, May 14th.

Sir Charles Armstrong lectured before the Society of Arts on "Indian Trade and the War."

Lord Curzon, Secretary of State for India, who presided, said the revival of Indian trade since the beginning of the war had been wonderful. He emphasized the debt we owed to the people of India of all classes, races and religions for the part they were taking in the world-wide struggle. Firstly, the Indian troops were excellent, if possible, the feats of their past wars. Then the Princes were carrying on their ancestral traditions of chivalry and munificence; and, lastly, the whole people, men and women alike, according to their opportunities and their means, had shown sympathy with the cause of justice. The Government's duty was, as far as possible, to temper the results of the war to the small trader and cultivator of India. That was the origin of the wheat policy and the measures for supporting exchange.

Lord Curzon also expressed the hope that it would be possible to continue throughout the war the policy of not increasing the taxation of the people of India, and of curtailing expenditure on productive works in India as little as possible. But it was necessary rigidly to limit the issues of capital in the London market. He took the opportunity to point out that anyone in India with capital to invest who took a share, large or small, in a Government rupee loan, thereby not merely assisted the development of the country, but positively assisted the prosecution of the war.

"It is impossible to speak too gratefully of the unending liberality of India's subscriptions to the war funds," said his Lordship, "but let us also keep a word of praise for the intelligent and patriotic investor."

GENERAL WILLCOCKS' TRIBUTE TO THE INDIAN TROOPS.

Mr. O. C. McLeod read an extract from a letter received from General Willcocks, respecting the work of the Indian soldiers at the front.

"They are the most loyal fellows that ever lived," says General Willcocks. "They are possessed of that extraordinary nature which will endure the greatest trials, and will fight bravely for the Government they serve. This Indian experiment will live in history as a most remarkable example of the reality of British rule."

LABOUR TROUBLES IN
LANCASHIRE.THREATENED GENERAL
LOCK-OUT.

LONDON, May 14th.

The Federation of Master Spinners at Manchester to-day is to consider a proposal to declare a general lock-out in Lancashire.

The trouble is due to the Cardroom Amalgamation declaring strikes at certain mills with a view to forcing employers to concede a 10 per cent. bonus on the wages of the employees.

Government intervention is practically assured.

CONSCRIPTION NOT YET
NECESSARY.

LONDON, May 13th.

In the House of Lords, Lord Haldane, discussing the question of conscription, said that in the event of a tremendous necessity the Government might have to reconsider the voluntary system, but at present the hands of the War Office were full with recruits.

STRUCK OFF THE ROLL.

ENEMIES WHO WERE KNIGHTS
OF THE GARTER.

LONDON, May 13th.

The following were struck off the roll of the Knights of the Garter this evening:—The Emperor Francis Joseph, the Kaiser, the King of Wurtemberg, the Grand Duke of Hesse, Prince Henry of Prussia, the Duke of Saxe-Coburg, and the Duke of Cumberland.

[THROUGH REUTER'S AGENCY.]

THE AMERICAN NOTE TO
GERMANY.

A LOOPHOLE.

LONDON, May 14th.

The American Note leaves Germany a loophole by suggesting that the commanders of the submarines misunderstood their instructions.

TRAVELLING ON SHIPS
OF BELLIGERENTS.GERMANY WITHDRAWS WARNING
TO AMERICANS.

WASHINGTON, May 14th.

The German Embassy has instructed the newspapers to withdraw its advertisement warning Americans against travelling on belligerent ships.

AFRICA.

[THROUGH REUTER'S AGENCY.]

GENERAL BOTHA'S
PROGRESS.OCCUPIES CAPITAL OF GERMAN
SOUTH-WEST AFRICA.

CAPE TOWN, May 13th.

It is officially announced that General Sir Louis Botha has entered Windhoek, the capital of German South-West Africa, without resistance, and hoisted the Union Jack.

There were found in the town 3,000 Europeans and 12,000 natives. Quantities of rolling-stock were captured.

General Botha proclaimed martial law in the conquered territory.

In an address to the troops General Botha said they had shown the utmost pluck and self-sacrifice in exhausting circumstances. He emphasised their weighty responsibility in being entrusted with the occupation of Windhoek and the care of the German women and children, and impressed upon the men that he relied upon their honour to carry out this task.

He concluded by saying that the results of these exertions were of the utmost importance to the Empire and the Union of South Africa, as it practically means the complete possession of German South-West Africa.

The German forces retired northward to Brookfontein, to which place the Government was transferred recently.

ANTI-GERMAN RIOTING IN
JOHANNESBURG.

JOHANNESBURG, May 13th.

Serious anti-German rioting has taken place here. Fifty-one buildings were either burned or wrecked. The damage done is estimated at a quarter of a million sterling at least. It is very noteworthy that there was an entire absence of looting.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

H.M.S. "GOLIATH" SUNK.

ATTACKED BY DESTROYERS IN
THE DARDANELLES.FEARED LOSS OF 500 OFFICERS AND
MEN.

LONDON, May 13th.

Mr. Churchill announced that H.M.S. *Goliath* last night was just inside the Straits, protecting the French flank, when she was attacked by destroyers. Twenty officers and 100 men were saved.

Mr. Churchill stated in the House of Commons that the *Goliath* was torpedoed, and that it is feared that 500 officers and men were lost.

The old battleship *Goliath* was a sister ship of the *Ocean*, which was sunk by a mine in the Dardanelles some weeks ago. She was begun in 1893 and completed in 1900. Her displacement was 12,050 tons and her indicated horse-power 13,500 n.d. She carried four 12-inch guns, twelve 6-inch, ten 12-pr. and six 3-pr. Like the *Ocean* she was at one time on the China Station. Her full complement was 700, so that it appears that 520 perished.

[THROUGH REUTER'S AGENCY.]

BRITISH SUBMARINE IN SEA
OF MARMORA.SINKS TWO TURKISH GUNBOATS
AND A TRANSPORT.

LONDON, May 13th.

Mr. Churchill, when announcing in the House of Commons that H.M.S. *Goliath* had been torpedoed in the Dardanelles, added that submarine E14 penetrated into the Sea of Marmora and sank two Turkish gunboats and a Turkish transport.

THE SMALL CRAFT SEA
FIGHT.

A BARONET-OFFICER'S BRAVERY.

LONDON, May 13th.

In regard to the gallantry shown by the officers and crews of the four small British sea craft which were attacked by two German destroyers, which they eventually put to flight, the Admiralty further states that Lieutenant Sir James Donville, Bart., remained at the wheel of the *Barbados* after the skipper of the vessel had been wounded. He personally worked the helm and generally handled the ship in a seamanlike manner under heavy fire to avoid it being torpedoed. He also took effective measures to call the attention of H.M.S. *Leonidas* in order to convey to her information which led to the subsequent destruction of the enemy vessels.

Petty Officer Hallett, of the *Barbados*, also distinguished himself by his rapid and effective fire of a gun.

CHINESE TELEGRAMS.

CHINA AND JAPAN.

ISSUE OF A CHINESE OFFICIAL
STATEMENT.

[FROM OUR OWN CORRESPONDENT.]

PEKING, May 13th.

A lengthy Chinese *communiqué* has been issued to-day. It does not purport to be a reply to the Japanese *communiqué*, but is more in the nature of an official statement showing that China throughout the negotiations endeavoured to prevent the impairment of her sovereignty as well as injury to the Treaty rights of the Powers.

Telegrams from Peking during the past few weeks have been taking from 12 to 15 hours to reach us. This one was despatched from Peking at 9.15 p.m. on Thursday; it was received at the Great Northern Telegraph Company's Office in Hongkong at 9.51 p.m.—and it was delivered at the office of *The Press* 14 hours later! This has not been an uncommon occurrence of late, and we have heard of the delivery of business telegrams being similarly delayed, causing great annoyance and possibly serious loss. We suppose the explanation is that no adequate arrangements are made for the censorship of telegrams arriving after 7.30 at night. We venture to suggest that the public is entitled to greater consideration.—Ed.]

LOST LANDS.

ENORMOUS ISLANDS REDISCOVERED.

Much interest is expressed in the rediscovery of certain enormous islands near the centre of Hudson Bay by Mr. Robert J. Flaherty, the leader of the Sir William Mackenzie expeditions to Hudson Bay.

These islands, which are said to have been originally discovered by Hendrik Hudson and then apparently became lost to geographers for more than two centuries, were located by Mr. Flaherty during the course of a series of explorations in the unexplored country to the north and east of Hudson Bay.

Mr. Flaherty describes these islands as having a total area of more than 4,000 square miles, with a complete length north and south of nearly 400 miles. The islands, which are uninhabited by Eskimos except in a few places, are covered with grasses and Arctic vegetation, and consist of ranges of low hills, with a maximum height of 700 to 800 feet. These islands correspond to what have previously been called Belcher Islands, but they are of much greater area than the so-called Belcher Islands as these appear upon current maps.—*Reuter*.

WAR BREVITIES.

According to data published three-quarters of Russian Poland has suffered from the German invasion, and not one of the ten provinces has escaped devastation.

Quetta, which has been closed on account of the war, will become the temporary Indian Sandhurst and is about to receive its first batch of one hundred cadets from home.

Figures supplied to the Metropolitan Asylums Board show that more than 76,000 war refugees have been dealt with, and that 2,800 remain as inmates of various institutions.

HONGKONG CHINESE AND
THE WAR.

GIFT OF AN AEROPLANE.

We learn that six Chinese gentlemen resident in Hongkong—Mr. Ho Tung, the Hon. Mr. Lau Chiu Pak, Mr. Chan Kai Ming, Mr. Ho Fook, Mr. Ho Kom Tong and Mr. Lo Cheung Shiu—all Justices of Peace of the Colony, have offered to the Government the funds necessary to provide an aeroplane for the use of the British Royal Flying Corps.

We need scarcely add that this striking manifestation of sympathy with the British cause will be widely appreciated by the Government and the people at home no less than by the British community in this Colony.

The Colony will thus provide at least two aeroplanes for war service, for we entertain no doubt that with the splendid example already set to the community, the sum needed to purchase the aeroplane for which the Overseas Club has appealed will be speedily forthcoming.

TYPHOON WARNINGS.

The telegrams quoted below were received by the American Consulate General, Hongkong, from the Makila Observatory:—

May 13th, 4.55 p.m.
Depression north-eastern part China Sea.

May 14th, 8.16 a.m.
Cyclone or typhoon W. of Bashi Channel. Moving N.E.

RIFLE SHOOTING.

TAIKOO—H.K.V.C. & 4TH BATT.
SHROPSHIRE L.I.

The following will represent Taikoo against the above teams this afternoon at 2.30:—

Capt. M. M. Scott, Lieut. T. D. Danby, T. Simpson, H. T. Heath, W. T. Eldridge, D. Lyle, T. Grimshaw, A. Nicol, A. Whitlaw, W. T. Bassford and W. T. Hill, captain.

MONTHLY COMPETITION.

The No. 2 Section Artillery Battery H.K.V.C. will shoot off the final of the monthly competitions on Sunday, 16th May, at 9.30 a.m., on the Quarry Bay Range.

THE FOREIGN TRADE FOR
1914.

The influence of the war is easily seen in the returns of the trade of Japan for 1914. The most important export, raw silk, decreased by over 27 millions of yen compared with 1913. Cotton, first in imports decreased by over 14 millions. The total decrease in the export trade amount to ¥41,356,024, while the decrease in the imports was ¥133,696,569. The excess of imports over exports, usually a hundred millions, was last year only five millions, so that import checkers ought to be satisfied.

A comparison of the leading exports and imports is given in thousands of yen in the following figures:—

	1914	1913
Exports.		
Rice	10,474	4,374
Tea	12,717	10,077
Tinned crab	1,471	1,468
Waste silk	4,672	10,471
Cash	23,962	23,670
Raw silk	161,797	184,824
Cotton yarn	75,554	70,697
Cumpringot	27,198	28,183
Machos	11,032	11,834
Habutas	30,536	34,882
Cotton-tissues	34,544	33,611
Hats, caps	4,328	5,619
Buttons	2,727	3,011
Mattings	2,514	4,054
Toys	2,561	2,459
Imports.		
Rice	24,833	48,472
Sugar	21,097	36,807
Raw rubber	2,140	3,451
Cotton	218,974	23,139
Wool	14,783	15,097
Oil cake	34,839	39,438
Aniline dye	2,755	4,213
Woolens	4,111	10,096
Iron	24,020	52,000
Kerosene	8,687	11,101
Shirting	1,003	2,719
Paper	4,887	7,241
Machinery	24,146	34,425

GERMANY AND THE
"LUSITANIA."

An *Obersteischer Lloyd* telegram to the Manila papers regarding the *Lusitania* says:—"The dispatches state that it was known from a reliable source that the vessel carried several hundred British troops."

No intelligent reader needs to be told that this is a clumsy invention as some sort of excuse for an infamous crime. Where could those alleged British troops have embarked? At the neutral port of New York? On the face of it the story is ridiculous. We observe that it forms no part of the German official message given out to the Manila papers on the same day.

CONSTIPATION.

The Cause of much Suffering.

When the Bowels are clogged the waste matter decays and ferments and enters the blood, and is carried to all parts of the body, producing Headaches, Biliousness, Sleeplessness, Heartburn, Loss of Appetite, Indigestion, Neuralgia, Rheumatism and various other ailments, disturbing the Heart and Nervous System, and if continued is liable to cause inflammation of the Bowels, Liver and Kidneys. Nature often requires a little assistance, and if this assistance is given at the first indication much distress and suffering may be averted. Mothers, especially, should guard the health of their children, and inculcate regular habits from infancy. As a family remedy for Costiveness, Dr. MORSE'S INDIAN ROOT PILLS have a wide reputation. They are mild in their action, causing neither weakness nor sickness and do not gripe, and may be used by old and young, weak and strong.

They are a perfect blood purifier and a positive and permanent Cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

Dr. MORSE'S INDIAN ROOT PILLS are an efficient, reliable, and safe remedy, placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-colored glass bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

DR. MORSE'S INDIAN ROOT PILLS

FOR THE LIVER

For Sale by Watkins, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by The W. H. COMSTOCK CO., Ltd., (Sole Proprietors) 21 Farringdon Avenue, London, England.

They do not Weaken. They do not Sicken. They do not Gripe.

Did you get VAN HOUTEN'S COCOA?

Of course I did Mums—I don't like any other kind—An don't forget it when you make the Choc's this time.



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- Prince of Wales' Fund.
- Belgian Relief Fund Concert.
- The Territorials' Entertainment Fund.
- Patriotic League of Britons Overseas.
- The Shamshing Public Dispensary.
- Territorials' Entertainment.
- German Trade Methods in China.
- "Prussian" Trade Methods a Menace in Japan.

- Initiation of Double-Invoice Slimness.
- Gold Exchange Standard for China.
- Worship of Chinese War Heroes.
- Princeton Professor to Lecture in China.
- Crime in Hongkong.
- Hongkong Legislative Council.
- Hongkong Notes Issue.
- The Law Courts.
- Caught at Colombo.
- Shipping Notes.
- More Opium Hauls.
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- Canton Insurance Office, Ltd.
- Company Report:—
- Hongkong Electric Co., Ltd.
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- The President of the U.S.A. and German Outrages.

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Hongkong, 15th May, 1915.

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A JOFFRE INTERVIEW.

(YORKER'S SPECIAL REPORT)

BANNED BY CENSOR.

The only interview ever obtained from General Joffre was doomed not to see the light of day because of the vagaries of a censor.

It is not for nothing that the Generalissimo of the French Army is known as "Joffre le Taciturne," and the journalists have long since abandoned the hope of obtaining a more or less detailed statement from him. But M. Huc, the editor of the *Depeche de Toulouse*, and a warm personal friend of the General, succeeded where everyone else failed.

M. Huc visited General Joffre at the latter's headquarters, wrote a column interview, which was impatiently expected by the entire newspaper world; presented it for the approval of the censor, had it printed, and then saw the number of the *Depeche* confiscated by the orders of the censor.

The editor complained of the censor's action, and it is said that the French Premier himself asked him to reprint it, but on the condition that one paragraph, which aroused the censor's ire, should be suppressed. M. Huc refused to be appeased, claiming that the censor had ample opportunity to voice his objections before the interview was printed. Since then, despite repeated attempts to have the interview printed in some Paris newspaper, it has remained in the drawer of M. Huc's desk.

HOW PARIS WAS SAVED.

The interview deals chiefly with the question as to who saved Paris from a German occupation. Although the very impersonation of modesty, General Joffre sets modesty aside to make the truth known. The interview proves that all the current versions are wrong, and that Paris was saved not because of a lucky chance, or an error on the part of General von Kluck, or thanks to the Paris taxicabs that carried tens of thousands of soldiers to the aid of the main army, or yet through the genius of General Gallieni, the military governor of Paris.

The soldiers of von Kluck were very near the walls of the capital, but their retreat, though an unexpected and pleasant surprise for the Parisians, was not unexpected to General Joffre, who, while the main French force was retiring in perfect order after the battle of Charleroi, quietly gathered another army beyond Amiens and placed it under the command of General Maunoury, leaving the German commander to think that there were but a few disorganised French units, belonging mostly to the Territorials, in that district.

At the decisive moment, General Maunoury's army attacked von Kluck both in the rear and on the flank while General Joffre commenced an advance from the opposite side. That is why General von Kluck saw himself forced to retire his force.

Admitting that luck played a certain part in the success of the French *ruse*, that von Kluck made tactical errors, that the Parisian taxicabs helped a great deal, and that General Gallieni proved himself a leader in the true sense of the word, General Joffre, nevertheless, insists that the chief credit is due to General Maunoury, who so brilliantly executed the task entrusted to him.

WAITING TACTICS.

"But the struggle at present has turned into a war without real action," remarked M. Huc. "I hope that you have in your bag some other surprises for the enemy?"

"Of course, of course," replied General Joffre, "but you must not forget the advantages of our waiting tactics. These tactics gave us the opportunity to bring our forces to the desired strength, permitting us to exhaust slowly the resources and the strength of the enemy. This is no empty phrase: it is the actual truth. It is a mistake to think that a defeated army in retreat can offer endless resistance by going from one line of trenches to another, as seems to be the plan of the Germans. Whoever is unable to maintain his supremacy is near to a panic, and the supremacy is on our side."

"Our fire caused the enemy the loss of nearly a million soldiers, who will never return to the ranks. The famous Prussian Guard is to-day nothing else but a collection of uniforms. The old officers are but a memory with the Germans now. These officers were brave men, but most of them fell on the battlefield. The spirits of the German soldiers reached such a low level that the new officers, who replaced the fallen ones, are forced to lead them into battle in compact formation, for fear that otherwise they would try to scatter in every direction to save themselves from our artillery fire."

"And our soldiers? Of course, in every army there are cowards. We have some also; but our heroes are counted by the thousands. How can one have any doubt as to the conquering ability of such an army. To doubt would be a crime in regard to France."

ENGLISHWOMEN IN GERMANY.

Many Englishwomen, writes a neutral correspondent of the *Times*, are still living in Berlin and other places in Germany. In almost every case their menfolk have been interned, and they are not allowed to visit them except on very special occasions. Direct communications of any kind are strictly forbidden.

A strange incident occurred when Mr. Stubbs, Colonial Secretary of Ceylon, was motoring down to Nannooz to catch the night mail. On the way down, the car ran over something which was crossing the road. On examination it was discovered to be a leopard cub about two feet long, which was found dead.

GERMAN OPINION OF THE BRITISH ARMY.

The neutral Correspondent who has been contributing to the *Times* an interesting series of articles describing present conditions in Germany says in one of them:—

German opinion of the British Army has undergone great changes during the last six months of the war. The Germans find it no longer "contemptible," as they once did, but of no longer consisting of hirelings, but of splendid fighting men as good or almost as good as their own. When the British Army is mentioned the topic of conversation is at once "Kitchener's Army." In my opinion anxiety and nervousness are the terms most applicable to the feelings of any German when this matter is being discussed. Of course, they profess to think that an Army trained in six months or less can be no good, and a German Officer told me that although he believed that good officers could train men fairly well in six months, it was impossible to produce an officer of any value in less than two years. "The English," he said, "believe that if a man is a gentleman, if he can ride and shoot, he is also an officer. The result is that all the newly commissioned officers know how to die on the battlefield, but not how to lead their men. To them war is sport and they play the game, but it is not a science, and that is why we shall conquer in the end."

In spite of such beliefs, which are very common in Germany, the mind of the people is not easy as a whole with regard to the British Army. With all their spies and agents, they seem to be quite ignorant about the number of British who will be fighting them on the Continent. "The British may send a million men, but we have two million fresh troops to meet them. They may send two, we have three to meet them." Such statements one hears everywhere, but in spite of all their energy, in spite of their countless factories where war material is produced with the utmost rapidity by men who feel that they also are soldiers, although not on the battlefield, it is beyond the power of the German nation to dispose of three or four million men in the spring.

All the younger German officers think that Germany will make a tremendous effort to crush the Allied armies before long, as there is constant fear that the country may run short of certain necessities. As far as it is possible to judge, the bulk of their finest reserves are not now sent to the front, but are being thoroughly trained, well fed, and cared for in every way. One of their officers told me that his men had never had better days in their life.

THE COURT WAS CONVULSED!

In a case of assault and battery tried before a magistrate not so long ago, a stout, hearty-looking man was called to give evidence. He positively beamed on the court with the good nature of one who never had the slightest quarrel with his food.

"Now," said counsel, "you were in the restaurant at the time the assault took place. Tell the court just what you heard."

"Who, me?" was the reply. "I didn't hear anything. I was eating."

This unexpected reply convulsed the court. Everyone pictured him splashing about in the soup, and positively ploughing through his food. Of course this is no hint to you to attack your meals like a grampus. But, if you are one of the thousands of victims of indigestion, you must envy anyone who can give such earnest attention to his dinner without any terrors of unpleasant consequences.

After all, what is generally the secret of want of relish for food? Simply a disordered state of the stomach, liver, and bowels. If these organs are out of order, the wheels of life run croakily and with many a jolt. Food undigested, or only partially digested, ferments, giving rise to flatulence, acidity, and heartburn, sometimes so distressing as to lead to sleeplessness. If it is retained too long in the bowels, the constipated condition, besides its bodily discomforts, produces poisons whose entry into the blood causes headache, weariness of mind and body and fitfulness of temper.

Mrs. Annie Shaw, of Lower Caledon St., Uitenhage, Cape, wrote on March 20th, 1914.

"A little over two years ago my health became suddenly very bad; I could not make out what was the matter with me. I suffered from pains in my chest and between the shoulder blades, especially after my meals. I got very little rest or sleep and felt quite unfit for my household duties. I lost all inclination for food, became extremely weak, and dragged through my days wearily."

"I was advised by a lady friend to give Mother-Seigel's Syrup a trial. I bought a bottle, though with little hope that it would do me any good. But I felt immediate relief from my troubles. I regained my meals. I used in all five bottles, when I was completely restored to health, and have remained well up to the present."

"I always keep Mother-Seigel's Syrup and Pills in the house, and on any slight derangement of my system use them as prescribed with invariably good results."

The entirely satisfactory ending to this case could be multiplied by thousands of others in every part of the world. Such sudden collapses in health are frequently due to indigestion's slow but steady sapping of vitality. This drain on the system is stopped when Mother-Seigel's Syrup restores efficiency to the stomach, liver, and bowels, and helps them to get every ounce of nourishment from the food taken. Most important of all is the stamping out of the first signs of the trouble. Copy Mrs. Shaw and ward off threatened attacks by the occasional use of this famous remedy.



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN 1745.

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By Using Cuticura Soap Exclusively

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They succeed when others fail.

Samples Free by Post

Cuticura Soap and Ointment sold everywhere. Sample of each with 25¢ box free from nearest dealer: Newbury, 27, Chancery Lane, London, E.C. 4. Town & Co., Sydney, N.S.W.; London, Ltd., Cape Town; Muller, Melbourne & Co., Adelaide; and Bombay. Potter Drug & Chem. Co., Sole props. Hongkong, U.S.A.

(99-1)

BEETHAM'S La-rola

YOUR SKIN AND COMPLEXION

can be kept in a Perfect Condition all the year round by a regular use of Beetham's La-rola. It effectively removes all eruptions, freckles, blemishes, etc., and is a delightful Soothing and Refreshing at all times. Of all High-class Chemists and Stores, administered by M. BEETHAM & SON, CHELTENHAM, ENGLAND.

KEATING'S POWDER



IT SOMETIMES HAPPENS

Mother! Mother! Mother! Sprinkle Keating's over me. For I've been as a miser-cake and caught a bugger's tick.

KILLS BUGS

ALL INSECTS.

SAVARESSE'S SANTAL CAPSULES

PHYSICIANS' RECOMMEND THEM

MADE IN LONDON OF ALL CHEMISTS.

SHIPPING

ARRIVALS.

ATAKOSAN MARU, Japanese str., 2,623, K. Kawamura, 14th May—Mitsui Bussan Kaisha.
 BORNEO MARU, Japanese str., 2,471, H. Kawai, 14th May—K. Lung.
 COLOMBO MARU, Japanese str., 2,919, O. Sakamoto, 13th May—Yokohama 8th May, General—Nippon Yusen Kaisha.
 FUKUI MARU, Japanese str., 3,087, H. Chisaki, 14th May—Mitsui Bussan Kaisha.
 HUICHOW, British str., from Canton.
 IKOMA MARU, Japanese str., 2,207, B. Fukuyama, 14th May—Mitsui Bussan Kaisha.
 KIRO MARU, Japanese str., 1,103, D. Imada, 14th May—Haiphong.
 KJELD, Norwegian str., 910, Hellesva, 13th May—Singapore 8th May, Rice—Order.
 KUMSANG, British str., 2,077, F. Wheeler, 14th May—Kobe 8th May, General—Jardine, Matheson & Co.
 TAMING, British str., 1,358, G. H. Pennefather, 14th May—Manila 11th May, General—Butterfield & Swire.
 TANGU MARU, Japanese str., 7,484, K. Soyeda, 13th May—Melbourne, General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 KUNO PING, Chinese str., for Canton.
 CHEONGSHING, British str., for Tientsin.

DEPARTURES.

COLOMBO MARU, Jap. str., for Calcutta.
 FOOKSANG, British str., for Canton.
 HUICHOW, British str., for Tientsin.
 KANBU, British str., for Dairen.
 KWEILIN, British str., for Nanchang.
 RANGON MARU, Japanese str., for Moji.
 RYOJUN MARU, Japanese str., for Victoria.
 SHINJI MARU, Jap. str., for Yokohama.
 SHINGANG, British str., for Haiphong.
 TANGU MARU, Jap. str., for Yokohama.
 UNCAS, British str., for San Francisco.

PASSENGERS.

Per Taming, from Manila, for Hongkong, Mr. Chas. Atkin, Rev. Bonfield, Mr. H. Tomason, Mr. Jose Rodriguez, Mr. and Mrs. K. and two children, Mr. J. C. Hoskyn, and Mr. R. K. Miller.

DEPARTED.

Per Tangu Maru, for Japan, Mr. Nakajima, Mr. and Mrs. Jolly, Mr. Nishida, Dr. M. C. Krompito, Mrs. Fernandez, Rev. and Mrs. Glover, Mr. Kunikida, Mr. Brown, Miss Brown, Mrs. M. Asai, three children and amah, Mr. Hanson, Mr. V. Newman, Miss M. Hayashi, Mrs. H. Eguchi, Miss C. Eguchi, Mr. Tomoto and child, Mrs. Honda, Mr. Yoshida, Mr. and Mrs. Shimokawa, and Mrs. Hanai and child.

LATEST STEAMER MOVEMENTS.

Anchorage, sailed from Liverpool, May 8th.
 Bengali, sailed from Suez, May 12th.
 The C. P. R. str. Montague left Yokohama on Tuesday, the 11th May, p.m., and is due to arrive at Vancouver on Tuesday, 25th May.

VESSELS EXPECTED.

THE AUSTRALIAN MAILS.

The E. and A. str. St. Albans from Sydney, left Manila for this port on the 12th inst. at 9 a.m., and may be expected to arrive here this morning.

THE AMERICAN MAIL.

The P.M. str. Korea will sail from Manila for Hongkong this afternoon, making her due to reach Hongkong on Monday, the 17th inst., morning.

The P.M. str. Siberia sailed from Yokohama on May 12th for Hongkong via Manila. She is carrying the mails and is scheduled to arrive at Hongkong on the 24th inst.

MERCHANT STEAMERS.

The str. Japan sailed from Calcutta on the 6th inst., and may be expected here on or about the 20th inst.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Kutsumi, from Calcutta, is due in Hongkong 15th May.

SHIRE LINE, LIMITED.

Monmouthshire, from London, is due in Hongkong 15th May.
 Merionethshire, from London, is due in Hongkong 20th May.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

Arrived Hongkong on 11th May, 1915, from ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Marked by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 4 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and TUESDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
 Superintendent.

Hongkong, 11th May, 1915.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring against Kowloon are marked "K." nearest Hongkong, "H." midway between Hongkong and Kowloon, "M." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the position.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Kowloon. 3. From Kowloon to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REGD	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & SINGAPORE, VIA PANAMA, COLOMBO, & C.	NELSON	Brit. str.	1 m.	J. Gault, R.M.S.	P. & O. S. N. Co.	About 17th inst.
LONDON VIA USUAL PORTS OF CALL.	NEMO	Brit. str.	1 m.	G. P. Lynden	P. & O. S. N. Co.	On 19th inst., at Noon.
MARSEILLES VIA PORTS.	MONMOUTHSHIRE	Brit. str.	1 m.	F. E. Cope	JARDINE, MATHESON & Co., Ltd.	On 19th June.
MARSEILLES, LONDON & SINGAPORE, & C.	NEHA	Brit. str.	1 m.	T. Hord	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
MARSEILLES, LONDON & LIVERPOOL.	KITANO MARU	Brit. str.	1 m.	N. Kobayashi	THE BANK LINE, LIMITED	On 27th inst.
VICTORIA, B.C. & SINGAPORE VIA KANBUN, B.O.	CITY OF NEWCASTLE	Brit. str.	1 m.	T. Hord	NIPPON YUSEN KAISHA	On 18th inst., at 4 p.m.
VICTORIA, B.C. & SINGAPORE VIA KANBUN, B.O.	AWA MARU	Brit. str.	1 m.	N. Kobayashi	OSAKA SHOSHIN KAISHA	On 31st inst., at 3 p.m.
VICTORIA, B.C. & SINGAPORE VIA KANBUN, B.O.	MEXICO MARU	Brit. str.	1 m.	N. Kobayashi	TOTO KISEN KAISHA	On 10th inst., at Noon.
VICTORIA, B.C. & SINGAPORE VIA KANBUN, B.O.	TUSCAN PRINCE	Brit. str.	1 m.	N. Kobayashi	THE BANK LINE, LIMITED	On 18th inst., at Noon.
BOSTON & NEW YORK VIA SUEZ	MILVERHAM CASTLE	Brit. str.	1 m.	N. Kobayashi	DOWELL & Co., Ltd.	On 28th inst., at 1 p.m.
NEW YORK VIA PANAMA CANAL	PERHIA	Brit. str.	1 m.	N. Kobayashi	PACIFIC MAIL S.S. Co.	On 8th June at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, & C.	KOBRA	Brit. str.	1 m.	N. Kobayashi	PACIFIC MAIL S.S. Co.	On 11th July, at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, & C.	CHITO MARU	Brit. str.	1 m.	N. Kobayashi	TOTO KISEN KAISHA	To-day, at 10 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, & C.	NETPON MARU	Brit. str.	1 m.	N. Kobayashi	GIES, LATHROP & Co.	On 17th inst., at 11 A.M.
AUSTRALIAN PORTS	SABERN	Brit. str.	1 m.	N. Kobayashi	NIPPON YUSEN KAISHA	On 23rd inst.
AUSTRALIAN PORTS VIA MANILA	HITACHI MARU	Brit. str.	1 m.	N. Kobayashi	THE BANK LINE, LIMITED	Quick despatch.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	SURAT	Brit. str.	1 m.	N. Kobayashi	JAVA-CHINA-JAPAN LINE	On 19th inst., at Noon.
JAPAN	YULIATZ	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 11 A.M.
KORE & MOJI	KUNING	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	To-day.
TIENTSIN	KRUPHENG	Brit. str.	1 m.	N. Kobayashi	NIPPON YUSEN KAISHA	To-morrow, at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	TOKA MARU	Brit. str.	1 m.	N. Kobayashi	BUTTERFIELD & SWIRE	On 17th inst., at 5 p.m.
SHANGHAI	KANGHOW	Brit. str.	1 m.	N. Kobayashi	NIPPON YUSEN KAISHA	On 18th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	CORDILLER	Brit. str.	1 m.	N. Kobayashi	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	KATORI MARU	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 11 A.M.
SHANGHAI	LUKOW	Brit. str.	1 m.	N. Kobayashi	BUTTERFIELD & SWIRE	About 22nd inst.
SHANGHAI	HANGHANG	Brit. str.	1 m.	N. Kobayashi	P. & O. S. N. Co.	On 24th inst., at 10 A.M.
SHANGHAI	YINGHOW	Brit. str.	1 m.	N. Kobayashi	OSAKA SHOSHIN KAISHA	To-morrow, at Noon.
SHANGHAI	SHINBAI	Brit. str.	1 m.	N. Kobayashi	OSAKA SHOSHIN KAISHA	On 18th inst., at 1 p.m.
SHANGHAI	KARMA	Brit. str.	1 m.	N. Kobayashi	DOUGLAS LAFRAIE & Co.	On 21st inst., at 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	WANGHOW	Brit. str.	1 m.	N. Kobayashi	DOUGLAS LAFRAIE & Co.	On 25th inst., at 1 p.m.
NINGPO & SHANGHAI	SOSHU MARU	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
ANPING & TAKAO VIA SWATOW & AMOY	DAIJI MARU	Brit. str.	1 m.	N. Kobayashi	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
TAMSAI & KEELUNG VIA SWATOW & AMOY	HAITAN	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 3 p.m.
SWATOW, AMOY & FOOSHOW	SHANGHAI	Brit. str.	1 m.	N. Kobayashi	BUTTERFIELD & SWIRE	On 27th inst.
SWATOW, AMOY & FOOSHOW	HAIDUN	Brit. str.	1 m.	N. Kobayashi	NIPPON YUSEN KAISHA	On 28th inst., at 7 A.M.
SWATOW, AMOY & FOOSHOW	FUSUNANG	Brit. str.	1 m.	N. Kobayashi	OSAKA SHOSHIN KAISHA	On 17th inst.
MANILA	TANING	Brit. str.	1 m.	N. Kobayashi	DAVID SASSOON & Co., Ltd.	On 18th inst., at 3 p.m.
MANILA, CEBU & ILOILO	LOONGHANG	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	On 15th June.
MANILA	KATAYAMA MARU	Brit. str.	1 m.	N. Kobayashi	THE BANK LINE, LTD.	To-morrow, at 11 A.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	SAIGON MARU	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SINGAPORE, PENANG & MALACCA	SANGLA	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 3 p.m.
SINGAPORE, PENANG & MALACCA	KUSANG	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SINGAPORE, PENANG & MALACCA	SALANG	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 10 A.M.
SINGAPORE, PENANG & MALACCA	TABANG	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.
SINGAPORE, PENANG & MALACCA	HIDANG	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.
SINGAPORE, PENANG & MALACCA	KINTO MARU	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.
SINGAPORE, PENANG & MALACCA	SURKINGA	Brit. str.	1 m.	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES	NUBIA Capt. G. F. Lyndon	About 17th May.	Freight and Passage.
LONDON VIA USUAL PORTS	NUBIA Capt. G. F. Lyndon	Noon, 20th May.	See Special Advertisement.
SHANGHAI	ORIENTAL Capt. A. L. Valentini	About 20th May.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	KARMA Capt. H. G. Evans, R.N.	About 4th June.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate attention without notice.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th May, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG, NINGPO and SHANGHAI	"SUNGKIANG"	On 15th May, 10 A.M.
SHANGHAI	"WENCHOW"	On 15th May, Noon.
MANILA, CEBU and ILOILO	"KANCHOW"	On 15th May, 4 P.M.
SHANGHAI	"TAMING"	On 18th May, 4 P.M.
SHANGHAI	"LUOHOW"	On 18th May, 4 P.M.
SHANGHAI	"YINGHOW"	On 20th May, 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 25th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SOBBY STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest, Electric Fans fitted. Extra State-rooms for Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN-SOBBY STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGHOU," "LUOHOW" and "YINGHOU," having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Wednesday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
Hongkong, 15th May, 1915. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	TUESDAY, 18th May, at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 21st May, at 1 P.M.
"HAIMUM"	Capt. A. H. Stewart	TUESDAY, 25th May, at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 15th May, 1915.

BRITISH INDIA S. N. CO., LTD.

A P C A R L I N E.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

S.S. "SANGOLA," 5,182 tons, Captain Milne, R.N., will be despatched for SINGAPORE, PENANG and CALCUTTA on 16th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 11th May, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 15th May, 10 A.M.	On 15th May, 10 A.M.
ALDENHAM	On 23rd May, 10 A.M.	On 23rd May, 10 A.M.
ST ALBANS	On 24th June, 10 A.M.	On 24th June, 10 A.M.
EMPIRE	On 17th July, 10 A.M.	On 17th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Room has Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
CHIYO MARU	22,000—21 knots	TUES., 8th June.
TENYO MARU	22,000—21 knots	TUES., 29th June.
NIPPON MARU	11,000—18 knots	TUESDAY, 15th July.
SHINYO MARU	22,000—21 knots	TUES., 27th July.

Via MANILA, Omittling Shanghai.

Steamers via Shanghai leave at Noon.

Manila " " at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £126.
FIRST CLASS TO NEW YORK	£60. ...	" " " £96.10.
" " " SAN FRANCISCO	£45. ...	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed Sails

For Full Particulars to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	CORDILLERE	On 17th May, at 6 A.M.
	NERA	On 17th May, at 6 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice versa delivered here.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA and TACOMA via MANILA, KEELUNG, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer Captain Leaving

"MEXICO MARU" ... N. Kobayashi ... MONDAY, 31st May, at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Perols.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 28th May, at 7 A.M.
FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY.		
Steamer Captain Leaving		
"DAIJIN MARU"	K. Murakami	SUNDAY, 15th May, at Noon.
"KAJO MARU"	Y. Yamamoto	SUNDAY, 23rd May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving

"HOSHU MARU" ... A. Kobayashi ... WED'DAY, 25th May, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer Captain Leaving

"KEIJO MARU" ... IMAIZUMI ... SUNDAY, 16th MAY, 10 A.M.

"DAIGI MARU" ... S. Tokushige ... FRIDAY, 21st May, at 10 A.M.

These Steamers of Coast and Foremost Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,
Second Floor, No. 1, Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH-TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Leave to	Leave from	Connecting Steamer	Leave to	Leave from
YOKOHAMA	COLOMBO	HAIPHONG	YOKOHAMA	COLOMBO	HAIPHONG
May 24	May 16	May 20	MOOLTAN	June 19	June 26
June 7	June 1	June 3	MOULTAN	July 4	July 11
June 21	June 14	June 18	MOULTAN	July 18	July 26
July 19	June 28	July 2	MOULTAN	Aug. 1	Aug. 8
	July 12	July 16	MOULTAN	Aug. 15	Aug. 22
	July 27	July 31	MOULTAN	Sept. 4	Sept. 11
	Aug. 9	Aug. 13	MOULTAN	Sept. 11	Sept. 18
	Aug. 23	Aug. 27	MOULTAN	Sept. 25	Oct. 2
	Sept. 6	Sept. 10	MOULTAN	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Accommodation	Single	Return
LONDON	£70.	£64.	£48.	£24.	£70.	£105.
MARSEILLES	£66.	£60.	£44.	£20.	£66.	£99.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at Marseilles if calling	Due at LONDON
NAGOYA	May 24	June 3	June 9	June 15	July 13	July 23
KARMALA	June 21	July 1	July 7	July 13	Aug. 12	Aug. 20
KASHGAR	July 19	July 29	Aug. 4	Aug. 10	Sept. 10	Sept. 19

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £54 Single, £81 Return. 2nd Saloon £38 Single, £57 Return.

FARES TO MARSEILLES:

1st Saloon £50 Single, 2nd Saloon £36 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	KITANO MARU Capt. P. E. Cope	16,000	THURSDAY, 20th May, at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUZ and PORT SAID	FUSHIMI MARU Capt. T. Izawa	25,000	THURSDAY, 3rd June, at Noon.
ACTORIA, H.O. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU Capt. T. Horii	12,500	TUESDAY, 18th May, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHIDZUOKA MARU Capt. T. Izawa	12,500	THURSDAY, 27th May, at 4 P.M.
	HITACHI MARU Capt. T. Izawa	13,500	TUESDAY, 18th May, at 11 A.M.
	TANGO MARU Capt. K. Boyda	13,500	TUESDAY, 16th June, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	KANAGAWA MARU Capt. Higo	12,500	THURSDAY, 27th May, at Noon.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	TOSA MARU Capt. Takano	13,000	SATURDAY, 15th May, at Noon.
SHANGHAI, MOJI and KOBE	KATORI MARU Capt. B. Ken	20,000	TUESDAY, 9th May, at 10 A.M.

(* Wireless Telegraphy.)

PASSENGER SEASON FOR 1915

FOR EUROPE

Steamers	Displacement	Leave Hongkong
KITANO MARU	16,000 Tons	Thurs., 20th May
FUSHIMI	25,000 "	" 3rd June
HIRANO	16,000 "	" 17th June
KATORI	20,000 "	" 1st July

FOR AMERICA

Steamers	Displacement	Leave Hongkong
AWA MARU	12,500 Tons	Tues., 18th May
SHIDZUOKA	12,500 "	" 27th May
TAMBA	12,500 "	" 15th June
SHIDZUOKA	12,500 "	" 27th July

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 221 and 1241

